

DATE ISSUED: November 8, 2000

REPORT NO. 00-246

ATTENTION: Land Use and Housing Committee
Agenda of November 15, 2000

SUBJECT: Noticing Procedures for Street Sweeping

SUMMARY

THIS IS AN INFORMATION ITEM ONLY. NO ACTION IS REQUIRED ON THE PART OF THE COMMITTEE OR THE CITY COUNCIL.

BACKGROUND

The current street sweeping program was implemented in the spring of 1997 as a result of changes suggested during the Competition process. Those changes resulted in an increase in frequency of service and the elimination of ground dumping of sweeping debris while decreasing the number of staff, cost of sweeping per curb mile and costs of the overall program.

DISCUSSION

The goal of street sweeping is the reduction of storm water pollution by removing silt, trash and chemicals from the roadside gutter before they enter the storm drain system. Street sweeping is included as one of the City's Best Management Practices in controlling pollutants. It also serves to clean and maintain the attractiveness of the communities, thus enhancing business viability and residential values. The Street Sweeping Program is responsible for sweeping all of the City's improved public streets.

A Manager's report dated May 27, 1998 was presented to the Mayor and City Council (copy attached). The informational report discussed the Street Sweeping Program and provided three alternative service levels. The alternatives identified the staff, equipment and funding required to provide a 75%, 90% or 100% level of service. The Street Sweeping Program is currently operating in the 75% level of service.

The current level of service provides 20 motor sweeper operators that are split between a day shift (residential sweeping) and a night shift (commercial sweeping). In the case of an illness, injury or vacation, a scheduled sweeping route may be missed. Every effort is made to have the other operators cover the route during their shift or with overtime. This alternative also requires the motor sweepers to be double shifted. The double shifting has put more wear and tear on the vehicles and has resulted in more down time than would be experienced if the program had a separate fleet of residential and commercial sweepers. Under the current level of service, it is anticipated that some sweeping routes will be missed on a regular schedule.

No Parking Sign Zones:

When the sweeping program was developed, the goal was to increase the amount of silt and chemicals removed from the curb before they could enter the storm drain system, creeks, channels and bays of the City. In residential areas the sweeping frequency was increased from once every 12 months to once every month. Commercial street sweeping schedule of five to six times per week in the downtown and beach areas and weekly in other commercial areas was not changed. However, with more streets constantly being added, some residential routes are being swept every other month.

Along with the increase in frequency of sweeping, "No Parking" signs for street sweeping were installed in residential areas of the City for the first time. Parking restrictions on commercial streets have been a part of the sweeping program for many years. What was unexpected was the huge demand of no parking signs from the public. This demand for parking restrictions is greatest where parking spaces are least available. These restrictions prevent residents from parking adjacent to their homes during specific times on sweeping days. It has been our policy to work with the affected community planning groups and Council offices in determining where parking restrictions are to be placed.

Installation of "No Parking" Street Sweeping Signs:

There are three methods in place that are used to install "No Parking" signs. Of course, the most desirable solution is to have the neighbors know when their assigned day is and pass the information throughout the neighborhood by word of mouth. Neighbors working together can best achieve clean streets without having the City impose parking restrictions on the street.

The first method is where neighborhood groups exist, such as Neighborhood Watch. Temporary sweeping notice signs are provided to the group. Members of the group then place the temporary signs on the curb the day before the scheduled sweeping and remove the signs after the sweeping is complete.

The second method is when parked vehicles are causing a problem for the street to be properly swept. A petition from at least 75% of the neighbors can be submitted to the city indicating a desire to have permanent “No Parking” street sweeping signs posted along the street. Once installed, the parking restrictions will be enforced.

The third method consists of the street sweeping operator who identifies areas where parked vehicles are preventing effective sweeping on a consistent basis. In this instance, the operator may directly request that permanent parking restrictions for street sweeping be posted and enforced.

Enforcement of Parking Restrictions:

Street Division’s ticketing policy is the same for residential and commercial routes. If a vehicle is parked in a posted “No Parking” area before the street sweeper arrives, that vehicle will be cited. If a vehicle parks after the sweeper has passed and it is still within the restricted time period that vehicle may be cited. Street Division Parking Enforcement Officers (PEOs) have been instructed not to cite the vehicle if the sweeper has already passed the route. However, the vehicle is still considered illegally parked and can be cited by PEOs from Parking Management Division or San Diego Police Department who do not realize the sweeper has passed. Parking Management Division will typically not cite on “No Parking” street sweeping signs unless requested to do so by Street Division.

If a street sweeper breaks down and is unable to complete the route or the route is simply not going to be swept, the “No Parking” signs are not enforced. Since the PEO is usually ahead of the sweeper issuing the citations, some tickets may have already been written. These tickets will be rescinded. Street Division does not receive revenue from the citations.

Parking Restriction Time:

The placement of the “No Parking” street sweeping signs create a higher level of expectation of routine sweeping, while decreasing the time frame for the route to be swept from eight to three hours. This reduced time frame means that any problems that may occur during the sweeping of a route will lead to a missed route. “No Parking” signs currently have a three (3) hour period. Currently, the three hour time period is the shortest time frame Street Division can complete the sweeping.

Conclusion:

Since the current street sweeping program has been in place we have met our goal of reducing the amount of debris and pollutants that get into the City's storm drain system. That is measured by the increase in the amount of debris hauled to the landfill. The use of parking restrictions has been effective in causing people to move their vehicles and we have been able to clean more of the curb line where we were not able to sweep before.

As the city continues to grow with new developments and additional streets are added, our ability to maintain the current 75% level of service is also growing more challenging.

Respectfully submitted, Mario X. Sierra Deputy Director, Street Maintenance Transportation Department		Approved: Frank Belock, Jr.
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BELOCK/MXS

Attachment: 1. Manager's Report No. 98-111, Dated May 27, 1998
Street Sweeping Program

Note: The attachment is not available in electronic format. A copy is available in the Office of the City Clerk.